

SPORT
YACHTING.

ROYAL HONGKONG YACHT CLUB.

If good weather prevails, the closing cruise of the Royal Hongkong Yacht Club, which takes place to-morrow, should successfully mark the termination of a good sailing season. The attendance of the ladies and the friends of the members at the Club House from 4 p.m. onward is specially requested. Mrs. Frank Smyth will distribute the prizes won during the season, which are as follows:—

CHAMPIONSHIP: SEASON 1919-1920.

Cruiser Class (Chinese Rig.) 1st "Onion," Hon. Mr. C. Severn, C.M.G., J.L.D., (sailed by Mr. A. Davidson).

Cruiser Class (Chinese Rig.) 2nd "Niobe," Mr. A. R. Lowe.

Cruiser Class (English Rig.) 1st "Azuma," Mr. P. M. Hodgson.

Cruiser Class (English Rig.) 2nd "Irene," Mr. R. Sutherland (sailed by Capt. T. Arthur).

Handicap Class 1st "Dorothea," Mr. Geo. Hogg (sailed by Mr. R. E. MacDougall).

Handicap Class 2nd "Rolla," Mr. N. Croucher.

One Design Class 1st "Ailsa," Mr. R. D. Croucher.

One Design Class 2nd "Daphne," Mr. V. G. Smyth.

Harvard Hays Class 1st "Ursula," Mr. H. S. Rouse.

Harvard Hays Class 2nd "Dawn," Mr. J. Finch.

Gael Class 1st "Joan," Mr. P. M. Hodgson.

Gael Class 2nd "Toinette," Lieut. P. B. Colthrust.

OTHER PRIZES.

Onion Cup "Niobe," Mr. A. R. Lowe.

Azuma Cup "Westwind," Mr. G. G. Wood.

Dorothea Cup "Dione," Capt. T. Arthur.

Ailsa Cup "Daphne," Mr. V. G. Smyth.

Ursula Cup "Sirius," Mr. H. E. Scriven.

Joan Cup "Gael," Mr. R. J. Dixon.

Commadore's Cup Racing Yachts "Dione," Capt. T. Arthur, "Gael," Mr. R. J. Dixon.

Commadore's Cup Cruisers "Niobe," Mr. A. R. Lowe (sailed by Mr. D. K. Blair), "Norseman," Mr. E. M. Sleigh.

Vice-Commadore's Cup Racing Yachts "Ailsa," Mr. R. D. Croucher, "Ursula," Mr. H. S. Rouse.

Vice-Commadore's Cup Cruisers "Lady Jean," Mr. Frank Smyth, "Azuma," Mr. P. M. Hodgson.

Preliminary Race Cruisers (Chinese Rig.) "Niobe," Mr. A. R. Lowe (sailed by Mr. D. K. Blair), (English Rig.) "Irene," Mr. R. Sutherland (sailed by Capt. T. Arthur).

Departure Cuns Cruisers (Chinese Rig.) "Niobe," Mr. A. R. Lowe (sailed by Mr. D. K. Blair), (English Rig.) "Irene," Mr. R. Sutherland (sailed by Capt. T. Arthur).

"Nil Desperandum," Cup Racing Yachts "Baleon," Mr. A. R. Lowe (sailed by Mr. R. E. MacDougall).

"Nil Desperandum," Cup Cruisers "Feathers," Mr. R. E. Bellis (sailed by Mr. W. Logan).

GOLF.

KOWLOON C.C. GOLF SECTION.

The final of the 1919 Captain's Cup (36 holes) was played over King's Park Course on Sunday, G. H. May and W. T. Elson being the finalists. The result was a win for Elson by 9 and 4.

Next Sunday the K.C.C. meet the United Services Recreation Club in a match to be played over King's Park.

The annual dinner of the Golf Section and presentation of prizes will be held at the Palace Hotel on Saturday, April 17th. The Secretary will be pleased to hear of anyone wishing to attend.

CRICKET.

THE CLUB & C.R.C.

The following will represent the Club against the C.R.C. (League fixture) on the Club ground on Saturday at 2.15 p.m.:—

E. J. R. Mitchell (capt.), R. A. Brand, A. I. Burnie, E. W. Day, W. W. Mackenzie, F. C. de Paravicini, H. S. Philip, A. B. Raworth, F. J. de Rome, H. A. Sawyer, and H. H. Taylor.

I.R.C. & STAFFS.

The following will represent the I.R.C. in a friendly match against the Staffs on the former's ground to-morrow at 2.15 p.m.:—

A. H. Ramjahn, A. el Arculli, G. C. Earde, A. A. Ramjahn, S. H. Ismail, S. A. R. Ismail, J. Curcum, A. Duran, N. M. Bux, E. A. Moodeen and O. Ismail.

FOOTBALL.

CHALLENGE SHIELD FINAL.

The re-play in the Challenge Shield final, between the Police and St. Joseph's, takes place on the Club ground to-morrow, kick-off at 4.15 p.m. With the St. Joseph's College sports on the Racecourse and the R.H.Y.C. closing cruise, both on the same day, the attendance will suffer. The result of the match cannot confidently be foretold, for the College forwards may again find Swan a stumbling block. The College boys deserve to win.

FORTHCOMING GYMKHANA MEETING.
THE ENTRIES.

The following are the entries for the second Gymkhana to be held on Saturday, April 17th.

Race One.—Five Furlongs.—Sandmartin, El Dorado, Sinza, Pawnshop, Pussyfoot, Tredegar, Blackbird Dahlia, and Orion.

Race 2.—Gymkhana Stakes.—Spotted Sand, Siamese Cat, Beggar King, Malcolm, Attraction, Brutus, What is it, Wilkins Micawber, and Slam.

Race 3 AND 4.—1 mile Class Handicap.—Alexander, Iselman, Moonshine, Algerian Chief, Louza, Wilkins Micawber, El Dorado, Sinza, White Chalk, Pawnshop, Rowdy Child, Pantile, Dudlow, Scotia, Dahlia, Gilbertine, Rebate, King Alfred, Blackbird Dahlia, Salamander, Target, Malcolm, Sepand, Attraction, Brutus, Wee Mouse, What is it, Orion, and Burning Daylight.

Race 5.—Polo Scurry.—Patrick, Sesame, Cannon, White Fang, Tejan, Talisman, Winterlight, Rysa, Bombita, Murphy, Tonic, Ringwood, After Dark, and Brown Paper.

Race 6.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 7.—1½ Mile Handicap.—Algerian Chief, Wilkins Micawber, Saverlake, Siamese Cat, Beggar King, Gilbertine, Blackbird Dahlia, Malcolm, Sepand, Attraction, Brutus, What is it, Slam, Burning Daylight, and Alexander.

Race 8.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 9.—1½ Mile Handicap.—Algerian Chief, Wilkins Micawber, Saverlake, Siamese Cat, Beggar King, Gilbertine, Blackbird Dahlia, Malcolm, Sepand, Attraction, Brutus, What is it, Slam, Burning Daylight, and Alexander.

Race 10.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 11.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 12.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 13.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 14.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 15.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 16.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 17.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 18.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 19.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 20.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 21.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 22.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 23.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 24.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 25.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 26.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 27.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 28.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 29.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 30.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 31.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 32.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 33.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 34.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 35.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 36.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 37.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 38.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 39.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 40.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 41.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 42.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 43.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 44.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 45.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 46.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 47.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 48.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 49.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 50.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 51.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 52.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 53.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

Race 54.—Handicap 3 mile Post, once round and in.—Moonshine, Sandmartin, Louza, Pawnshop, Saverlake, Pussyfoot, Rebate, Tredegar, Blackbird Dahlia, Target, Brutus, Wee Mouse, and Orion.

THE ISLAND OF ROMANCE.
REFLECTIONS ON HONGKONG.

[CONTINUED.]

My companion was of the Royal Navy and there is little need to add that his conversation was entertaining. We set out this afternoon, to walk from the May Road tram station to Deep Water Bay. It is a favourite walk for a Sunday afternoon. It has this advantage—you can be sure of a drink at the Golf Club house. Moreover, it is a route which gives you wonderful glimpses of scenery. My naval friend said, quite casually, of the scenery: "It cannot be beaten," and he should know, for he has visited many different parts of the earth. When, by his definite, if casual, remark he paid Hongkong that compliment, it made me feel suddenly proud. After all, for several years Hongkong has sheltered me and those dearest to me; and even an adopted island can stimulate emotions which resemble those produced by the island home in the West. When an American friend in England, with obvious sincerity, praised "the old country" it was, one felt, in the nature of a compliment to those of us who were born there. When my naval friend exclaimed of the scenery of Hongkong "It cannot be beaten," it was almost as if he had said "What good taste you must have had in order to select such a beautiful place of residence." For the moment it was excusable to forget that, in actual fact, the idea of scenery was never considered when the great adventure of coming out to Hongkong was decided upon. And yet, to those of us who live here and who think about such things, the glorious views from the Peak, the picturesque sights to be seen on the surrounding seas, are great compensations for exile.

THE NEW MOTOR ROAD.

It is noticeable that those who spend so much of their lives at sea like motion when they come ashore. In the old days there was always a longing sight when a warship visited Plymouth or Portsmouth or any other English port. The sailors at once wanted to "get on the move." Jack was to be seen astride a donkey, manœuvring a bicycle, or in a carriage, but he was not content to sit on the seats of the park. Nowadays the motor is the popular method of transport, and both Jack and his master—the naval officer—approve of motor-cars and patronise them whenever they get the chance.

It was, therefore, only to be expected that my naval friend would approve of the new motor road up to the Peak. "They can build roads in this place," he said, again in the decisive way they have in the Navy which makes it impossible for a civilian to challenge such statements. And, in this case, there was no reason why the statement should be challenged. Whatever mistakes the Government of this little Colony may or may not make, there are two things for which the most capricious critic must give them credit—the water supply and the roads. There is nothing haphazard or accidental about either. A careless Government, or even an incompetent Public Works Department, would have given little thought to such works of man. The gifts of nature, especially the great gift of beautiful scenery, in Hongkong make us feel grateful. We can also spare a little gratitude for those who planned and worked to make Hongkong healthy and more comfortable. The roads in the New Territory and the road round the island are, of course, triumphs. But the motor road up to the Peak is the last word in victory. When that is finished there will be no more worlds for our local road-makers to conquer. Whatever they may do of the future we shall regard with languid interest. When we have seen a first-class boxing contest it is not much fun to watch the winner at his punching-ball exercises. The Peak was always the challenge to live on the island. For perhaps forty years the Peak was able to preserve its isolation. We can imagine the early discussions about building a cable on the Peak. We can not, perhaps, realise the early difficulties in getting up there at all. Some of us remember our first ride in the Peak tram, and some of us were very much impressed by it. But we certainly, in our wildest moments, never supposed that we should one day ride up to the Peak in all the luxury of a motor-car. Yet we shall do so at no distant date.

NORTH AND SOUTH.

From time to time, as we walked along the May Road, we paused to look down on to the harbour and at the cluster of houses on the land which we knew had been reclaimed. We could see the liners at anchor, and away beyond Kowloon we caught a glimpse of the local Dock Company's works. We commented upon the general prosperity of that establishment and said on the golf-course, at Fanling, that the standard ships built there had been of the standard ships built there. We seemed to have before us something like a panorama of industrial Hongkong, and we reminded each other that eighty years ago there was not even a godown on an office of the shores over which Victoria and Kowloon have since spread themselves. Looking northwards, the ideas of commerce, development and progress crowded into one's mind. Possibly my naval friend was, in an equally sentimental fashion, thinking of a cosy wardroom on one of the warships below. He might even have been thinking of the coolth of the Club verandah. He looked so hot that a sudden glimpse of him sent his companion's thoughts in that same direction. It was warm enough for one of us, as any rate, to wish for a half-way house as on the golf-course, at Fanling.

We crossed over Magazine Gap and swung down the road which gave us the view to the South. Only the tile-works near Deep Water Bay reminded us of industry. The pictures which constantly came before us were wonderful. Of course we had seen views like them on previous occasions, but repetition cannot make such things stale. A beautiful view is like a beautiful face in this respect. The more often that you see it, the more clearly do you realise its beauty.

(Continued at foot of next column.)

BREACH OF HARBOUR REGULATIONS.
CHINESE JUNKMASTER FINED.

The master of a fishing junk was charged at the Marine Court yesterday with having been under way in the waters of the Colony, failing to carry lights required by the Merchant Shipping Ordinance, at 1.15 a.m. on March 22nd.

Mr. E. A. Davidson prosecuted, the charge having been made by Mr. John McAlinsh, master of the s.s. *Yuen Sang*. Mr. M. K. Lo appeared for the defence.

Mr. Lo said he was willing to admit that the defendant carried one light on the stern. He understood that in itself constituted a breach of the regulations, hence he pleaded guilty. His instructions were, however, that all junks carried one light in the stern.

Capt. Tylour said he was sorry to have to agree. They were all acting regardless of the regulations.

Mr. Lo said that, under the circumstances, a warning to the defendant would meet the case. The defendant had been all his life at sea and was prepared to swear that it was the universal practice among Chinese to have one light only.

Mr. John McAlinsh, master of the *Yuen Sang*, said that at 1.15 a.m. on March 22nd, his vessel was steering 45 N. two miles inside Waglan, coming into Hongkong. He saw a white light on the port bow. At the same time another junk appeared some way ahead. He then stopped the ship, and as soon as he stopped, a third junk appeared (showing no lights) right ahead. The first junk was on the port quarter. Witness then ordered the ship to go ahead. Shortly afterwards a collision occurred—with the third junk, which took the vessel on the port bow. He saw no light on board, not even when the collision occurred. The *Yuen Sang* was damaged about 14 feet from the stern. The junk's starboard bow struck the *Yuen Sang's* port bow. The junk had made no effort whatever to avoid a collision. After the collision, he anchored as close as possible, sent a boat in the second officer's charge to see what damage had been done, also to bring the junkmaster on board. A plate was sprung on the *Yuen Sang*, and 14 rivets had to be renewed. The plate was taken out and repaired.

Cross-examined: Witness said he was on the bridge at the time of the collision. The second officer, who was on duty, did not report to him that ten minutes before the collision the look-out man had seen a light on the port bow. Mr. Lo said this light was that of the defendant's junk.

The defendant said that shortly after 1 a.m. on March 22nd, his vessel was sailing outwards from Shaikwan, skirting land. He saw the *Yuen Sang* about the "length of 20 or 30 stamers" away. He had one white light on the stern. The impact took place about ten minutes after he first saw the steamer. There was no wind, so he could not avoid the collision. One man on his junk was drowned. There were no other fishing junks near by at the time.

Cross-examined: The *Yuen Sang* swerved inwards just before colliding with the junk. His light was not burning after the collision. He left Shaikwan at midnight. He used the *Yuen* to get to where he was when the collision occurred. He could not use the *Yuen* to get out of the way of the steamer. Only one man was using the *Yuen*; the others were sleeping. Defendant himself was on the look-out.

A Chinese sailor on board the *Yuen Sang* said he was on the look-out between 1 a.m. and 2 a.m. on March 22nd. He knew of the collision. Before it, he noticed a white light on the port bow and reported to the second officer. The second officer shouted "All right."

Capt. Tylour said it was quite plain that whereas the junk with the white light was on the port bow, the defendant's junk was on the starboard bow. From the evidence, the junk was entirely responsible for all that happened; including the drowning of a man, though he did not know how that happened. The junk had run into the ship, and not the ship into the junk. The defendant was fined \$15, with the alternative of five weeks' hard labour.

At last we came through the wood and out on to the golf course at Deep Water Bay. Three ladies and a man were standing by the nearest green and there were many other figures moving about the course. It was nearly a year since the scene had come before me, and it stirred memories of many happy afternoons on those links in years gone by. It really was a most charming sight; the scenery was better than any stage setting.

It was a glorious day; just Hongkong at its best. And Deep Water Bay seemed also at its best. It was furnished, or decorated if you like that better, with the several players, and there was also a sight of the cosy-looking Club house. We enjoyed that first drink immensely.

It seemed good to be back again. It was all so different from the scenes "at home," but there was something which reminded us of "England." It was the human touch. "Glad to see you back again" sounded very nice. A merest acquaintance, who had only spoken to me casually once or twice in the past years, caught sight of me, came out of his way to repeat a phrase which, if hackneyed, sounds cheering; also he amazed me by offering his hand. It felt very good to be back—his action was so obviously sincere. And later, when we had tea, it seemed as if the Club catering was much better than it used to be.

We came back by launch, and again the old familiar scenes were recognised and enjoyed. The junks reminded us of romance—pirates, stink-pots, and other terrors of only a few decades ago. But the whole island teems with romance. There is the romance of its industry and the romance of its history. And in my memory is a picture of two young people looking at each other near the unspoiled green of the golf course. It was a very old story—that of a maid and a man in all the confidence of his youth. And none of us are too old to lose interest in the most romantic thing in the world—the eyes of youth aflame.

Delicious = MONTI variety
healthful = for every menu
economical = no d—n appeal
convenient = that always tempts.

DEL-MON-E
California Canned Fruits
and Vegetables.

"The Conservation Foods of Flavor."

	per No.	2 1/2	tin	cts.
Hawaiian Pineapple	...	2 1/2	tin	45
Lemon Cling Peaches	...	2 1/2	tin	60
Sliced Peaches	...	2 1/2	tin	60
Bartlett Pears	...	2 1/2	tin	60
Apricots	...	2 1/2	tin	60
Loganberries	...	2 1/2	tin	60
Raspberries	...	2 1/2	tin	60
Strawberries	...	2 1/2	tin	

NEW ADVERTISEMENTS

NOTICE

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

DURING my absence from the Colony Mr. JAMES W. GRAHAM will act as Chief Manager of the Company.
By Order of the Board of Directors
R. M. DYER,
Chief Manager.
Hongkong, April 8th, 1920. 683.

WANTED.

FURNISHED or UNFURNISHED HOUSE or FLAT, on long or short term.
Reply to—
Box 713,
Care of "Daily Press" Office.
713

BABY AMAH.

LADY wishes to recommend her small baby amah. Thoroughly capable and reliable.
Mrs. CARTWRIGHT,
145, The Peak.
714

ROYAL HONGKONG YACHT CLUB.

NOTICE.

THE CLOSING CRUISE of the Season and presentation of Prizes will take place on SATURDAY, APRIL 10th, at the Club House, North Point.
The Commodore, Vice-Commodore and Committee will be at Home to Members and friends from 4 P.M.
By Order,
P. B. COLTHURST,
Hon. Sailing Secretary.
Hongkong, April 7th, 1920. 703

THE INDO-CHINA STEAM NAVIGATION CO., LTD.

THE Directors of the above Company have declared an INTERIM DIVIDEND of 3 per cent. (equal to 3/4 per share) on the Preferred Ordinary Shares and 6 per cent. (equal to 3/4 per share) on the Deferred Ordinary Shares.
Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 4/100 per dollar.
Dividend Warrants will be obtainable on and after MONDAY, May 3rd, 1920, at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED on MONDAY, April 26th to MONDAY, May 3rd, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, April 7th, 1920. 705

NOTICE.

THE ANNUAL GENERAL MEETING of the HONGKONG POLO CLUB will be held in the Board Room in Messrs. Jardine, Matheson & Co.'s Office on MONDAY next, APRIL 12th, at 5 P.M.
BUSINESS—
1. To receive the Committee's Report and Accounts for year ended 31st March, 1920.
2. To elect Officers for ensuing year.
3. To discuss Club business generally.
By Order,
S. E. GRIMSTONE,
Hon. Secretary & Treasurer.
Hongkong, April 8th, 1920. 691

HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom.)
NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of the HONGKONG TRAMWAY COMPANY, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, Pedder Street, Hongkong, on WEDNESDAY, the 14th day of April, 1920, at 12 o'clock Noon, to transact the ordinary business of the Company.
By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, 7th February, 1920. 692

CONSTITUTIONAL REFORM ASSOCIATION OF HONGKONG.

THE THIRD ANNUAL GENERAL MEETING of the above Association will be held at the CITY HALL, on THURSDAY, APRIL 15th, 1920, at 8.30 P.M., for the following purposes—
To receive the Report of the Committee and Statement of Accounts to 31st December, 1919.
To elect the Officers and Committee for the ensuing year.
H. E. L. DOWBIGGIN,
Hon. Secretary.
Hongkong, April 7th, 1920. 704

NOTICE.

NATIONAL LOAN OF THE FOURTH YEAR OF THE REPUBLIC (1915).
SUBSCRIBERS to the above Loan are hereby notified that redemption of the bonds drawn at Peking on the 20th March, 1920, will begin on the 12th April, 1920.
Payment in cash or its equivalent will be made at the Bank of China and Bank of Communications or any of the branches of the above banks and also at the Shanghai Office of the Hongkong and Shanghai Banking Corporation.
Bonds having as their two terminal numbers any of the following groups, viz. 09, 11, 16, 25, 34, 40, 41, 47, 55, 61, 67, 73, 78, 90, 97, 99, are drawn bonds.
F. A. AGLEN,
Inspector General of Customs,
Peking, March 25th, 1920. 688

INTIMATIONS

NOTICE

THE PARTNERSHIP hitherto existing between GEORGE PHILIP LAMMERT & PORPHYRIO MARIA NOLASCO DA SILVA under the style and name of WORCESTER, LAMMERT & SILVA has been dissolved by mutual consent as from March 31st, 1920. All outstanding transactions entered into under the said Partnership will be attended to by Mr. F. M. LAMMERT, who will continue to carry on business under the same style or name of WORCESTER, LAMMERT & SILVA until further notice.
WORCESTER, LAMMERT & SILVA,
Hongkong, April 6th, 1920. 697

NOTICE

IN connection with the above, I have This Day started business as Share & General Broker under my own name.
GEO. P. LAMMERT,
Hongkong, April 6th, 1920. 698

NOTICE.

THE business of an Auctioneer, Surveyor, and Appraiser, hitherto carried on by the undersigned under the style or firm name of "GEO. P. LAMMERT," will, as from this date, be carried on by the same parties under the style or firm name of "LAMMERT, BROOKS."
Dated 7th day of April 1920.
GEO. P. LAMMERT,
H. A. LAMMERT.
702

NOTICE.

OUR ACCOUNTS DEPARTMENT has This Day been transferred to YORK BUILDINGS, 4th Floor (entrance in Chater Road).
For the ASIATIC PETROLEUM CO. (S.C.), LTD.,
N. L. WATSON.
Hongkong, April 8th, 1920. 699

NOTICE.

I HAVE This Day REMOVED my Office to No. 17, QUEEN'S ROAD CENTRAL, 1st Floor.
J. H. GARDINER,
Solicitor.
Hongkong, March 31st, 1920. 695

WANTED.

BY British Merchant House European youth to learn Office work. State salary required.
Apply to—
Box 706,
Care of "Daily Press" Office.
706

FOR SALE

At Temple Street, Yau-mat.
A LARGE CORRUGATED IRON WAREHOUSE (40 ft. deep by 100 ft. wide by 22.5 ft. high) suitable for work shop or store house, and damaged goods.
For inspection, further information and particulars,
Apply to—
TSANG KWONG & CO.,
225, Des Voeux Road, Central.
Purchaser will be required to dismantle house and remove same.
675

REPULSE BAY HOTEL

SATURDAY, APRIL 10th.
TEA DANCE FROM 4 P.M. TO 7 P.M.
DINNER DANCE FROM 8 P.M.
SUNDAY, APRIL 11th.
Orchestral Concerts during Tiffin and Afternoon Tea.
210

HOLT'S WHARF, KOWLOON.

Lot No. 18136, stored on the 31/3/15 in the name of E. J. KAPLAN.

8 Rolls Wire.

E J K 1/2a. 26 Packages Hardware.

NOTICE IS HEREBY GIVEN that unless the above cargo is claimed within one month, it will be sold to cover Charges for Storage, Coolie Hire, Repairs, etc.

BUTTERFIELD & SWIRE,
Agents.
356

NOTICE TO CONSIGNEES.

S.S. "PROFESSOR"

FROM LONDON, COLOMBO & STRAITS.
CONSIGNEES are hereby notified that owing to an outbreak of fire on the voyage, Average Bond will require to be presented, but no deposits will be collected at present.
JARDINE, MATHESON & Co., Ltd.,
Agents.
The Royal Mail Steam Packet Co.
Hongkong, April 6th, 1920. 694

FRENCH LESSONS

M. MOUSSON.
11, MOUSSON'S NEW ROAD.

NOTICES TO CONSIGNEES

"BKN" LINE OF STEAMERS.
FROM MIDDLESBRO, LONDON AND STRAITS.

S.S. "REVENUE"
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 16th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 10 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 3rd April, 1920. 683

NOTICE TO CONSIGNEES.

(S.S. "WEST IVAN")
FROM STILLE, JAPAN AND SHANGHAI.
THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that their cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon and stored at Consignees' risk.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined by Messrs. Carmichael & Clark on 8th instant, at 10 A.M.
All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognised.
No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after 8th instant, will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for counter-signature immediately.
FRANK WATERHOUSE & CO.,
As Operators, U.S. Shipping Board,
2nd Floor, Hotel Manion.
Hongkong, April 4th, 1920. 681

NOTICE TO CONSIGNEES.

The Steamer "BOLTON CASTLE"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
Options Cargo will be forwarded unless notice to the contrary be given before.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Apr. will be subject to rent.
All claims against the steamer must be presented to the Underwriter on or before the 20th Apr. or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Apr. at 10 A.M. by Goddard & Douglas.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.
Hongkong, 6th April 1920. 695

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "RHESUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after April 6th.
Options cargo will be landed, unless notice has been given to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after April 16th, will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before April 28th, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 6th, 1920. 696

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "RHESUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after April 6th.
Options cargo will be landed, unless notice has been given to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after April 16th, will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before April 28th, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 6th, 1920. 696

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "STENTOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after April 7th.
Options cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th April, will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 27th April or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 7th, 1920. 707

INTIMATION

ROBERT PORTER & CO.'S

"BULL DOG"

BRAND

GUINNESS'

STOUT

PINTS per case of 8 dozen ... \$30.00

per dozen ... \$3.80

SPLITS per case of 12 dozen ... \$32.00

per dozen ... \$2.75

SOLE AGENTS:

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

HONGKONG.

Tel. 615.

AGREDECIMENTO.

EULALIA FRANCISCA JORGE, filha, geografa, notas e notas agradecem penhoradamente a todos os seus parentes e pessoas de suas relações que se dignaram acompanhar o enterro do seu extremoso esposo, pai, sogro e avô, Francisco José Vicente Jorge e aos que envieram grinaldas.
[709]

HONGKONG OFFICE: 10A, DES VOUEX ROAD, C.
LONDON OFFICE: 101, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 9th, 1920.

THE SOVIET'S NOTE TO CHINA.

We reproduce to-day the full text of the Soviet Note to China, which our Peking Correspondent telegraphs was considered by the Cabinet on Tuesday. The Bolsheviks have little to learn in the art of propaganda and the terms of the Note are well calculated to make a strong appeal to Chinese whose political education does not enable them to recognise and properly appreciate the grave dangers to which any philandering with the inducements to anarchy held out by the Soviet Government of Russia would immediately expose the country. But whatever may be the deficiencies of the Government at Peking, we do not credit it with inability to recognise the grave consequences that would inevitably ensue from falling into the trap which the Bolsheviks have set for them. Briefly, the Note offers to hand over to China, without compensation, the Chinese Eastern Railway, which was constructed by Russia at a cost of 350,000,000 roubles, nearly twenty years ago; to restore the forestry and mining concessions made to Russia; and to renounce the contribution made by China to Russia in respect of the Boxer-insurrection of 1900, as well as all special privileges of extra-territoriality and special rights for Russian traders in China. Finally there is an appeal to the Chinese to "fight for liberty" which means, from the Bolshevik point of view, the repudiation of all obligations of any kind to which the Government of China has pledged itself in Treaties with Foreign Powers. The Chinese Cabinet has decided to make no official reply to the Note, but

contemplates unofficial pourparlers "similar to those in which the Allies engaged at Copenhagen." What we are to understand by that is not very obvious. The pourparlers in which the European Powers engaged had to do with the exchange of prisoners and with the re-opening of trade relations with Russia, through what was called the Co-operative Union, without any official recognition of the Soviet Government. In the Soviet Note to China there is no mention of prisoners of war, and nothing is said about trade relations except the offer to destroy what Russian trade exists by handing over "all factories of Russian merchants in China." What the Soviet Government asks of China is an "opportunity to establish official relations," and it goes without the saying—to overrun the country with the sort of anarchy which has brought misery and ruin to many millions of people in Russia, during the past two or three years, and saturated the soil of the country, from end to end, with blood. No reply could possibly be made by the Chinese Government to a Note which counsels revolution and anarchy in every line. China has had enough of revolutions, and her industrious people can desire nothing more ardently than peace and good order, which are foundations of a nation's prosperity and happiness. The Bolsheviks would make of China another battle-ground of the nations of the world. Doubtless the alluring prospect the Note opens out of China "opening a new era of foreign goods which smother in enslavement the people of the Orient" will make an impression among the bare-headed politicians of which China has, perhaps, more than her due share; but among the great mass of China's population, and we trust especially among those who hold the reins of power, there is sufficient commonsense to demand that before China associates herself with non-sensical, the Soviet Government at Moscow shall afford the world convincing proof of the success of its doctrines in the life of the nation which is offering them so pressingly to the rest of the world. A general acceptance of such doctrines in China would palpably constitute a menace to the state far greater than any China has hitherto experienced, and defeat all the great political objects which she may surely hope in time to gain through education and peaceful, steady work along the lines of progress and development in all branches of the administration.

Mr. J. W. Graham is to act as Chief manager of the Hongkong and Whampoa Dock Co., during the absence of Mr. R. M. Dyer, who left for home on leave yesterday.

Two cases (two deaths) of plague, one case (one death) of enteric fever, one case of diphtheria and one case of cerebro-spinal fever were reported in the Colony on Wednesday.

The three Chinese, charged with committing a highway robbery on two women at Bowen Road and with wounding and cutting two men, have been committed for trial at the next Criminal Sessions.

Mr. O. T. Breakspear, Chamber of Commerce Building, 3, Queen's Road, Central, has recently been appointed Hon. Corresponding Secretary in Hongkong of the Overseas Club and Patriotic League.

The Denniston Players inaugurate their season at the Theatre Royal next Friday with "Up in Mabel's Room," the latest Broadway farce-comedy success. Several other plays are announced in the advertisement which appears on another page.

We understand that the Chinese engineers who are on strike are at present indisposed to accept anything less than the 40 per cent. increase in their wages which they have demanded. Large numbers of the men still remain "in the country."

Mr. W. E. Mann, head-master of that interesting educational experiment, the Chinese English School (residential) at Semarang, Java, is staying in Hongkong for a week or two. He is preparing for a comprehensive tour of China, studying the educational system. Boys from the C.E.S., Semarang, have come to the Hongkong University.

The water return for the month of March shows that 1,017.94 million gallons were stored in the city and hill district waterworks during the month, against 1,316.10 million gallons in the corresponding month of last year. The consumption per head was 22.6 gallons against 21.0 gallons. In the Kowloon waterworks the storage and consumption per head were, respectively, 201.66 million gallons and 14.6 gallons, compared with 246.10 million gallons and 12.3 gallons in March, 1919.

Mr. Ross Thomson, who has been in charge of Messrs. Butterfield & Swire's interests in Hongkong, for the past few years left, with Mrs. Ross Thomson, yesterday for England, on holiday, travelling via Canada by the *Empress of Asia*. Mr. G. T. Edkins, who has recently had charge of the firm's interests at Shanghai, returned to the Colony by the *Ningchow*, on Wednesday, accompanied by Mrs. Edkins.

Amongst the Hongkong residents who left the Colony yesterday on the *Empress of Asia* were Mr. G. E. Andersen, Mr. and Mrs. J. W. C. Bonnar, Mr. H. S. Bennett, Mr. J. H. Briester, Mr. and Mrs. A. E. Crapnell, Mr. A. H. Compton, Mr. and Mrs. R. M. Dyer, Mr. C. S. Gubbay, Mr. J. M. Gordon, Mr. G. Hogg, Mr. R. M. Henderson, Mr. and Mrs. G. P. Lammert, Mr. C. F. Malby, Rev. V. H. Copley Moyle, Mr. R. McGregor, Mr. G. H. May, Mr. F. M. Mohler, Mr. Parker-Rees, Mrs. Potter, Mrs. J. Stackhouse, Mr. J. W. Stackhouse, Mr. and Mrs. A. Ritchie, Mr. F. Sutton, Mr. and Mrs. Ross Thomson, Mr. C. C. Stark, Mr. G. A. Woodcock and Miss Woodcock.

H.E. the Governor gave a dinner party at Government House on Tuesday at which the following guests were present:—H.E. Major-General F. Ventris, C.B., Capt. P. P. Legg, M.C., A.D.C., His Hon. Mr. Justice Gompertz, Mrs. Gompertz, Mrs. and Miss Borrett, Commodore, Mrs. and Miss Gurner, Hon. Mr. A. G. M. Fletcher, C.B.E., Mrs. Fletcher, Hon. Mr. D. W. Trautman, Hon. Mr. J. H. Kemp, C.B.R., Hon. Mr. W. Chatham, C.M.G., Hon. Mr. E. D. C. Wolfe, Mrs. Wolfe, Hon. Mr. H. E. Pollock, Mrs. Pollock, Hon. Mr. J. Johnstone, Mrs. Johnstone, Hon. Mr. Lau Chu Pok, Hon. Mr. Ho Fook, Hon. Mr. P. H. Holyoak, Hon. Mr. E. V. D. Farr, Mr. Parr, Hon. Mr. E. H. Sharp, C.B.E., Lieut.-Col. J. R. Wyndham, Mrs. Wyndham, Capt. B. H. Tylour, R.N., Mrs. Tylour, and Mr. F. P. Tyndall.

Another resident of the Colony of long standing who left yesterday to settle at home was Mr. J. W. C. Bonnar, who came out to Hongkong as an assistant in the old-established firm of Messrs. Gibb, Livingston & Co., and has for some years past been a partner. He had charge of the firm's interests in Hongkong for several years, spent a few years in Shanghai in charge of the firm's interests there, and has recently been in charge again in Hongkong. Mr. Bonnar has been on the Directorates of several of the most important concerns in the Colony, including the Hongkong and Shanghai Banking Corporation; he was a Trustee of Union Church; a prominent Freemason, and a Justice of the Peace. It was in Hongkong, too, that Mr. Bonnar found his life's partner in the daughter of the Rev. C. H. Hickling, for many years the pastor of the Union Church. Mr. and Mrs. Bonnar leave behind them in the East a host of friends whose best wishes go with them.

CANTON NEWS.

April 8th.

It is reported that Dr. Wu Ting-fang, and the Speakers Lam Sun, and Wu King-lin, of the Canton Parliament, who went to Hongkong some days ago have proceeded to Shanghai on the *Empress of Asia*.
Wu Chiu-shu, Dr. Wu's son, and the Vice-Minister of Foreign Affairs of the Military Government, who accompanied his father to Hongkong, is remaining in the Colony.

THE MILITARY CRISIS.
It is stated that, owing to Dr. Wu's refusal to pay the custom surplus for military purposes, Li Lieh-kwan's forces in the North River region have not been paid and are said to be threatening to resume hostilities against the Kwangsi troops. Shum Chun-huen, on hearing of it, asked Dr. Wu to pay a certain amount to meet this urgent need. Taking advantage of the unrest, the Kwangsi leaders in the province have increased the number of their forces.

A message from Shuihing states that the ex-Shuihing troops, under the command of Li Wei-chow, the uncle of the ex-Civil Governor, Li Yew-huen, have attacked the Kwangsi troops in Yungkuang, Yungchun, and Shuihing. The troops have enrolled two large gangs of bandits and have occupied several important positions. Fighting continues and reinforcements are asked for.

THE CIVIL GOVERNMENT.
It is reported that Chang Kam-fang, the acting Civil Governor, tendered his resignation to the Tachun yesterday, but he was ordered to remain at his post until further notice. The members of the Provincial Assembly have been instructed to open a new session of the Assembly before April 25th, and elect a Civil Governor.

CABLES.

MARINE CABLES.

[THROUGH REUTER'S AGENCY.]

AN INTERNATIONAL CRISIS.
ITALIAN NEWSPAPER COMMENT
ON FRENCH ACTION.

LONDON, April 8th.

The risk of the French action in the Ruhr region developing into an international crisis is emphasized by the Italian papers, which declare that Britain and Italy cannot ignore what is happening.

ITALY WILL MORALLY SUPPORT FRANCE.

According to the *Popolo Romano*, the Cabinet has decided morally to support France, while intimating that Italy will not participate in military measures against Germany.

GERMAN MILITARY CLIQUE RESPONSIBLE.

The British Press sympathizes with the French view-point, that the militarist clique is responsible for the German advance for the purpose of maintaining a counter-revolutionary army in the Ruhr region instead of in Berlin, but doubts the wisdom of France's separate action as tending to the immense extension of Allied military commitments and the postponement of a settlement with Germany.

FRENCH ADVANCE WAS NOT OPPOSED.

PARIS, April 8th.

A telegram from Mayence, says that the French advance was not opposed and will be completed to-day. The result will be the extension of the French bridgehead at Mayence by 18 miles. The occupying force is estimated at 18,000, composed largely of cavalry.

WHEN THE OCCUPATION WILL TERMINATE.

PARIS, April 8th.

M. Millerand has notified Herr Mayer that the occupation of Frankfurt, Homberg, Hanau, Darmstadt, and Dieburg will terminate immediately the German troops have completely evacuated the neutral zone.

ACTION NOT OF HOSTILE INTENT.

LONDON, April 8th.

Apparently France acted in regard to Germany without waiting for the consent of the Allies, but, according to Reuter's correspondent in Paris, trouble is not anticipated, as the diplomatic circular of the French Government to its representatives abroad emphasized that the action was in no way of hostile intent.

Britain's silence as regards the circular is taken as consent. Some of the French papers appeal for British co-operation with the Fleet or otherwise against "the continual violations of the Treaty."

"ALL WILL END WELL."

L'Echo de Paris says that Britain has taken from the Germans what she demanded, and it is only just that France should insist on ensuring her safety and guaranteeing her supplies of Ruhr coal. The writer adds that M. Millerand, when asked if Britain would accept the French viewpoint, replied: "Britain has been victorious, so has France. I am confident all will end well."

MORE GERMAN ASSURANCES.

Herr Goepfert, the head of the German Peace Delegation, visited the Foreign Ministry yesterday, and reiterated his assurances as regards the purely policing character of the German operations in the Ruhr region, which, he declared, would end in a week.

It has to be noted that the Inter-Allied Commission of Control declares that the German forces in the Ruhr region are utterly disproportionate to the mere restoration of order. Numerous concentrations of troops are progressing; for instance, one division is stationed at Muenster, less than 50 miles from the Rhine, which has already begun to enter the forbidden zone.

General Degoutte, in a proclamation to the inhabitants of the occupied zone, declares a state of siege in the region of Frankfurt, Darmstadt, and Dieburg, and prohibits all traffic between the newly occupied zone and the rest of Germany, except the transport of food. He establishes a postal censorship, suspends the newspapers, and takes over for the military the telephones and telegraphs.

THE SITUATION IN WESTPHALIA.

BERLIN, April 8th.

It is officially stated that other reports of the situation in Westphalia and the Ruhr district, show that the German regulars entered Dortmund, which the Reds have considerably plundered and are advancing eastward against much stronger Red forces.

The regulars occupied Mulheim without fighting, as well as the whole of the northern border of the Ruhr region.

The Red losses near Palkum exceeded 300 men and two armoured cars. Aviators participated.

The Reds in the Hoerde district stormed the railway station and two mills.

The Reds are collecting at Essen, where they robbed Krupp's provision department, but regulars are expected immediately.

The Minister of Defence and the Commander-in-Chief in Berlin have issued a proclamation to the Rhenish Westphalians, denying that the agreements made with the workers have been broken by the entry troops, who have been ordered to avoid severity and provocation acts.

THE BRITISH EMPIRE.

LOYALTY OF THE SELF-GOVERNING DOMINIONS.

LONDON, April 8th.

The *Manchester Guardian*, commenting on Mr. Bonar Law's speech in the House of Commons with reference to Dominion Home Rule with special reference to the fact that the South African Republics are endeavouring to apply the argument in their favour, dwells on the importance of Ministers thinking carefully, when speaking at the centre of the Empire in order to avoid misinterpretation.

It contends that General Smuts is absolutely right in his contention that the Dominions are not entitled to secede from the Empire. "The relation of the Crown to the Province of the Cape or the Transvaal is precisely the same as its relation to Cornwall or Lancashire. General Smuts is on perfectly sound ground in maintaining that no portion of a single sovereign state can throw off her allegiance on her own authority without an act of rebellion or revolution. We could not do it in England and it cannot lawfully be done in Canada or South Africa."

It attributes Mr. Bonar Law's statement to the fact that we have such good reason to rely on the goodwill of the Dominions that any attempt to force their loyalty is unthinkable. "If Australia, whose consciousness of a distinct nationality has grown so enormously in war time, were to say to us some day that she wished the formal tie severed, then a friendly though foreign Australia would so clearly be of greater support to us in the world than an unfriendly Australia held down by forces of arms, if that is conceivable, that, as Mr. Bonar Law says, we should certainly not try to force her. But that is not to say that any British Dominion which might give us as it were a month's notice would find the notice accepted."

BRITAIN AND AMERICA.

BRITISH POUND RECOVERING ITS VALUE.

LONDON, April 8th.

General satisfaction is noted at the gradual recovery of the pound sterling in New York, which crossed the four dollar mark during Easter for the first time since the end of November. The pound is now worth 16s. 3d. in America, compared with 13s. 1d. in February.

The improvement is partly due to sentiment and partly to the real recovery of the financial position between England and America.

The recent British and French decision to repay the half billion dollar loan has awakened greater confidence in America as regards Britain's ability to pay her debts.

It is expected that fourth-fifths of the British share of the loan will be repaid by a shipment of gold.

The improvement in the trade position also accounts for the recovery of exchange, which is expected to go still better as a result of the forthcoming large inflow of American visitors to Britain.

BRITISH LABOUR.

Ten thousand South Wales miners have passed a resolution against nationalisation of mines, and are advocating a system of profit sharing after payment of a fair dividend and proper wages to workmen.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENTS.]

NO EXTRA-TERRITORIALITY FOR BOLIVIAN.

PEKING, April 7th.

The President has ratified the Sino-Bolivian agreement which is the first treaty signed in recent years in which China does not concede the principle of extra-territoriality.

CHINESE CABINET CONSIDERS SOVIET NOTE.

PEKING, April 7th.

Yesterday the Cabinet considered the Soviet Note offering to hand over the Chinese Eastern Railway, and to waive the Boxer indemnity conditional on the recognition of the Moscow Government. The Note was subsequently referred to the Waichiao (Foreign Office).

It is understood that an official reply will not be made, but unofficial pourparlers may be opened similar to those which the Allies entered into at Copenhagen.

PRESIDENT ENTERTAINS Y.M.C.A. DELEGATES.

PEKING, April 7th.

The President entertained this afternoon nearly a thousand delegates to the Y.M.C.A. Convention from Tientsin to a garden party.

JAPANESE CONSULS KILLED.

PEKING, April 7th.

Information from Chinese sources states that the Japanese Consul, and Vice-Consul and a military commander were killed in the Russo-Japanese fight at Nikolaevsk. Chinese troops protected Chinese and Allied interests. A Chinese gunboat is being despatched to Nikolaevsk with the permission of the Vladivostok Government, which is in striking contrast to the attitude of the Kolchak Government.

CHINESE CONSULATE FOR ANTWERP.

PEKING, April 7th.

China is opening a consulate at Antwerp.

[BY COURTESY OF THE "CHINA MAIL"]

SHANGHAI MUNICIPAL COUNCIL.

RATEPAYERS MEETING REFUSE CHINESE REPRESENTATION.

SHANGHAI, April 4th.

The annual meeting of ratepayers at Shanghai rejected the resolution in favour of the admission of Chinese councillors, but it passed one in favour of an advisory committee of five.

The electricity extension was adopted. The meeting lasted five hours.

[THROUGH REUTER'S AGENCY.]

JAPANESE TROOPS ENTER VLADIVOSTOCK.

NEW YORK, April 8th.

A telegram from Vladivostok says that Japanese troops entered the city after eight hours' severe fighting.

ENGLAND-TO-AUSTRALIA FLIGHT.

SINGAPORE, April 8th.

The aviator, Matthews, flying to Australia, arrived at Singapore this morning from Bangkok.

CHINESE MANDATE TO FOREIGNERS.

HARBIN, March 20th.

The situation created by the taking over of the police by the Chinese military officers is very interesting. Owing to their ignorance of international laws and Sino-foreign treaties, the Chinese military officers have issued very interesting official notices in both Russian and Chinese, exercising political and judicial powers over foreigners, forgetting that, in accordance with treaties with China, foreigners enjoy extra-territoriality within China, including this cosmopolitan city in Manchuria. Hence the recent notice of General Chang Nan-hiang, Chief Police Commissioner of Harbin, ordering the foreign and native residents, especially the Russians, to register their arms and obey Chinese laws in judicial cases is not effectively put into force, and there is no indication what step the police will take next. Further, the situation becomes more complicated along the Chinese Eastern Railway, chiefly owing to the disturbances caused by Russian workmen.

THE EDUCATIONAL TRAINING OF BRITISH SOLDIERS.

NEW SCHEME TO COME INTO FORCE NEXT MONTH.

The Army Council has called the attention of General Officers commanding the British Forces at Home and abroad to the fact that educational training is now an integral part of the training of the soldier, and will be taken into account by Officers Commanding formations and units in framing any programmes of work which are being, or will be made out for the future. The Army Council considers it inexpedient at the present time to lay down definitely the hours which should be allocated weekly to this branch of training, since the requirements of the various units in this matter must necessarily vary considerably in present conditions.

ARRANGEMENTS IN THE CHINA COMMAND.

The General Staff of the China Command have issued a circular on the subject, which states:—

A Circular numbered 107 Gen. No. 2682 (S.D.S.) dated January 24th, 1920, has been received from the War Office on the subject of Education of which the following is a summary:—

To ensure uniformity in system of education and standards throughout the Army general instructions will be issued. In the meantime the following points are brought to attention:—

A.—To assist C.O.s of Units there will be a nucleus of qualified and trained instructors who will act as expert advisers and examiners.

The establishment authorized and applicable to Hongkong is:—

British Infantry Bn. 1
Other Units (combined). 1

Authority No. as above dated the 10/12/1919.

This does not relieve Officers and N.C.O.s from the responsibility for general educational training which is now an integral part of training of the soldier as much as, say, musketry or any other part of training.

B.—Courses are now being held at Army Schools of Education at Newmarket and Bedford for Regimental Officers and a limited number of N.C.O.s.

Short Courses are also being held at these schools for C.O.s, Senior Officers, Senior Warrant Officers and N.C.O.s.

These courses are held with the object of explaining in general terms the principles on which educational training is to be carried on in the Army. Such courses include the following subjects as given in Appendix No. 2.

C.—Education in the Army is in the future to be expanded from the scope of the old education certificates and new regulations are being evolved which however will not come into operation until a date to be determined.

D.—Units are to have establishments of simple instruction books and Unit Libraries. These will be on an establishment to be circulated later.

In addition there will be a Command establishment of instructional books. Units of insufficient size for a Unit Library will draw from this source.

E.—Technical training is to be included in the instruction of the soldier. Difficulties exist at present but further details will be issued in due course regarding provision of facilities and establishments for training. As an instance regarding the Infantry, Battalions and Brigades of Artillery will be issued if and as desired with:—

Agricultural implements.
Carpenters and Wheelers tools.
Drawing instruments.
Lantern Projection.
Chemical Apparatus.
Apparatus Elementary Electricity.
Physics (sound, light and heat).

F.—The War Office letter then explains that the Education is to be taken up regimentally and not be relegated to Army Schools, the personnel of which will, later, be utilized in connection with this scheme.

G.—In order to give effect to the War Office instructions which will be issued in greater detail later, the attached instructions (Appendix No. 4), will come into force on May 1st.

Appendix No. 2.

COURSES FOR INSTRUCTION OF JUNIOR OFFICERS.

Abridged Syllabus.
(a)—Philosophy of Education.
(b)—Method and Theory of Teaching.
(c)—Citizenship.
(d)—Scope of Army elementary teaching in Mathematics, History and Geography.

Other subjects are taught at home but are not at present applicable to this Command.

COURSES FOR SENIOR OFFICERS.

Lectures on:—
(a)—The meaning of Education.
(b)—Organization and scope of Educational training in the Army.
(c)—Process of Mental Development.
(d)—Relation of Education to General Training of a soldier.
(e)—Discussion on difficulties of Educational work in Units.
(f)—Essentials of good instruction.
(g)—Selection and training of Educational Personnel, and Visits to Educational Establishments.

COURSES FOR SENIOR WARRANT OFFICERS AND N.C.O.

Lectures on:—
(a)—Education in the Army, aims and effect on the future of the soldier.
(b)—Relation of Education to the general training of a soldier.
(c)—Relation of Education in the Army to the morale of the Nation.
(d)—The part of the N.C.O. in the Army scheme of Education.
(e)—Essentials of good instruction and training of personnel and visits to—
(f)—Classes at work.
(g)—Demonstrations of teaching.

Appendix No. 3.

PRELIMINARY ESTABLISHMENT.

Instructional Books.	Numbers.
Arithmetic	55
Book-keeping	45
Civics	30
Commercial Correspondence and Office Routine	30
English	30
Geography	30
Geography, Commercial	30
Geography, Atlas	30
History, Europe, Primer	15
History, British Empire	35
Language, French	45
Language, German	15
Language, Spanish	15
Language, Special (as required)	15
Mathematics	45
Shorthand	30
Library.	
1 Standard Library, No. 2, with additions.	
Notes Books, A.B. 188	800
A.B. 188a	1,000
Quarto (for n/c, etc.)	600
Foolscap.	
plain, Reams	10
Cloth, 10-yard rolls	1
Rulers, flat, 15"	50
Pencils, Gross	7
India rubbers	1
pieces, Gross	1
Paints, simple with brushes, etc.	8
Chalk, plain, boxes	2
Chalk, coloured, boxes	1
Blackboard, paint with brushes	1
Drawing instruments, simple, set	1
*If available.	

Appendix No. 4.

GENERAL EDUCATIONAL TRAINING.

Instructions.

1.—Definition.

General Educational Training (see para. A of covering minute), consists of English, Arithmetic, History, Geography (of the British Empire especially) and Citizenship.

Its function is to make and keep men mentally fit to be a soldier under the changed and more scientific conditions of soldiering, just as physical training makes and keeps a man physically fit.

It must be remembered that as Physical, Scientific and Artistic standards improve with the lapse of time so must educational standards.

2.—Duties of Regimental Officers.

(a.) As the Commanding Officer is responsible for the soldier's fighting training so must he be responsible for his educational training. Specialist Officers will exist in Units for educational purposes but no musketry instructor is responsible for the individual training of the men and it is therefore not to be expected that the Educational Specialist can deal with the men in detail. The system to be adopted therefore will be that the Platoon Commander in the Infantry and his equivalent in other arms and corps will actually instruct his men but will have the advantage of the Specialist to refer to for advice.

It is recognised that this system cannot be introduced throughout the Command at once, but the system is to be observed in developing all matters of education of the soldier.

Officer Commanding Units will therefore make such enquiries as will ascertain the value as educational instructors of their Officers and Senior N.C.O.s and render a detailed report as soon as possible as to the best way in which they can apply the above and following principles to their Unit under their command.

In rendering these reports a paragraph should be added showing what facilities in the nature of courses they consider should be arranged to afford a constant supply of personnel in Units for Regimental General Educational Training.

(b.) When the system is in working order the duties of Specialist Staff and Platoon, etc., Commanders will be:—

3.—Educational Specialist Staff (Officer and N.C.O. Instructors and Army Schoolmasters if available).

(1.) Training Platoon, etc., Commanders and N.C.O.s in methods of training.

(2.) Training W.O.s and N.C.O.s for 1st Class certificate of Education.

(3.) Training recruits and illiterate men to standard of 3rd Class certificate of Education.

(4.) Training enlisted boys Platoon, etc., Commanders.

(1.) Training their men up to 2nd Class Certificate of Education.

This is the most important work at present as many men have no Certificate of Education and the efforts of Regimental Officers will be required to supplement the Educational Specialist Staff. Moreover, Proficiency Pay of the men depends largely on the 2nd Class Certificate of Education.

(2.) Giving informal lectures to the men on subjects of general and civil interest.

4.—Hours Allotted.

(1.) For reasons given in paras. 1 and 2 above, education now ranking equal to Military Training, time will as far as school circumstances permit be devoted to the former in the normal working hours of the day, such arrangements being shown in the weekly training programmes.

The following will be the minimum hours per week devoted to education subject to accommodation in and personnel of schools:—

Boys 4 attendances of 1 hour each. Trained N.C.O.s and men 3 hours.

(Continued at foot of next column.)

FAR EASTERN NEWS.

[ASIATIC NEWS AGENCY.]

THE LIKIN PROBLEM.

PEKING, March 30th.

According to information from an authentic source, the Government has pigeon-holed the proposal for the abolition of likin in return for an increase in the Maritime Customs Tariffs.

SILVER HOARDING IN SHANHSI.

TAIYUAN, March 23rd.

Owing to the lack of hard money in the markets which has caused considerable trouble and anxiety among commercial people and others, General Yen Hsi-shan, Military Governor and Acting Civil Administrator of Shansi, has just issued a proclamation persuading the wealthy people of Taiyuanfu and other cities not to hoard large quantities of silver, but to use the white metal for trading purposes. It is estimated by experts who know the real condition of the natives of this province that thousands of silver shoes and bars, each of which weighs about fifty taels, and also various kinds of silver dollars are deposited in underground cells especially in Chi Hsien, Neng Hsien and Taihu districts which are generally regarded as the wealthiest districts of Shansi, chiefly because most of the proprietors of Shansi banks are natives of these districts. Previous to the introduction of the foreign banking institutions into China, the Shansi banks were the only means for transmitting money from one province to another; even now, they are not so employed by the Government of frontier provinces, such as Kansu, Hsinking, Heilungkiang where foreign banks are not to be found. In view of the absence of good banks and the lack of confidence on the part of the natives in their own Government, especially in matters concerning finance, it is doubtful whether this proclamation of Governor Yen will be obeyed by the Shansi people. It is said that the silver situation not only in China but also in other countries will be easier and better if the Chinese, especially wealthy merchants and farmers who are living in the interior districts of the various provinces, can be induced to pinhoard their silver "shoes."

Alliance of Eight Provinces.

PEKING, March 27th.

It is authoritatively reported that as a result of Marshal Tuan Chih-yi's visit to General Tsao Nun at Paoingfu, the leaders of the so-called Chihli and Anhui factions of the Peiyang Military Party have agreed to drop their proposals for the organization of the "eight provinces alliance" and the "association of twelve provinces and independent administrative areas," at least for the present, so as to preserve the integrity of the whole Peiyang Military Party under the principal leadership of President Hsu Shih-chang and Marshal the ex-Premier Tuan Chih-yi. The eight provinces in the alliance were: Chihli, Honan, Hupeh, Kiangsu, Kiangsi, Fengtien, Kirin and Heilungkiang while the twelve provinces and independent administrative areas are: Shantung, Shanhai, Shenhai, Kansu, Chekiang, Fokien, Anhui, Hunan, Jehol, Chahar, Shuiyuanheng and Mongolia. The last province that is Outer and Inner Mongolia, is the newly-acquired sphere of influence of General Hsu Shih-chang, who, through the medium of the Chinese frontier defence army corps and the proposed Kalgan-Orka railway, is gradually establishing a grip over the Mongolians for attaining his political aims in Peking politics, and according to reliable reports, he was the chief promoter of this counter scheme to oppose the proposed "alliance of eight provinces." The intervention of Marshal Tuan in General Hsu's scheme is regarded as a temporary expedient of the An-fu Club because both Military Governors Tso Kun and Li Shun have wired to the President and Marshal Tuan that in view of the precarious general situation in China, both internally and externally, they will support the Chin Cabinet with their full strength because the change of the Central Government, at the present juncture, will surely create very serious consequences, and that if the integrity and unity of the Peiyang Party are to be preserved, their support to the Chin Cabinet is a necessity. It is interesting to note that all the leaders of the so-called Chihli and Anhui factions address Marshal Tuan as their chief leader, and he is at the same time regarded by them as an equal of President Hsu. In all official communications and documents from the leading militarists of the various provinces, when the military Governor of the south-west, the words "Tachung" and "Tuantuan" or the Great President and the Director-General Tuan are often written side by side on the papers. Hence the key of the Chinese situation is in the hands of ex-Premier Marshal Tuan Chih-yi.

5.—First Class Certificate.

(1.) Education to 1st Class is not an integral portion of Military Training (except for enlisted boys).

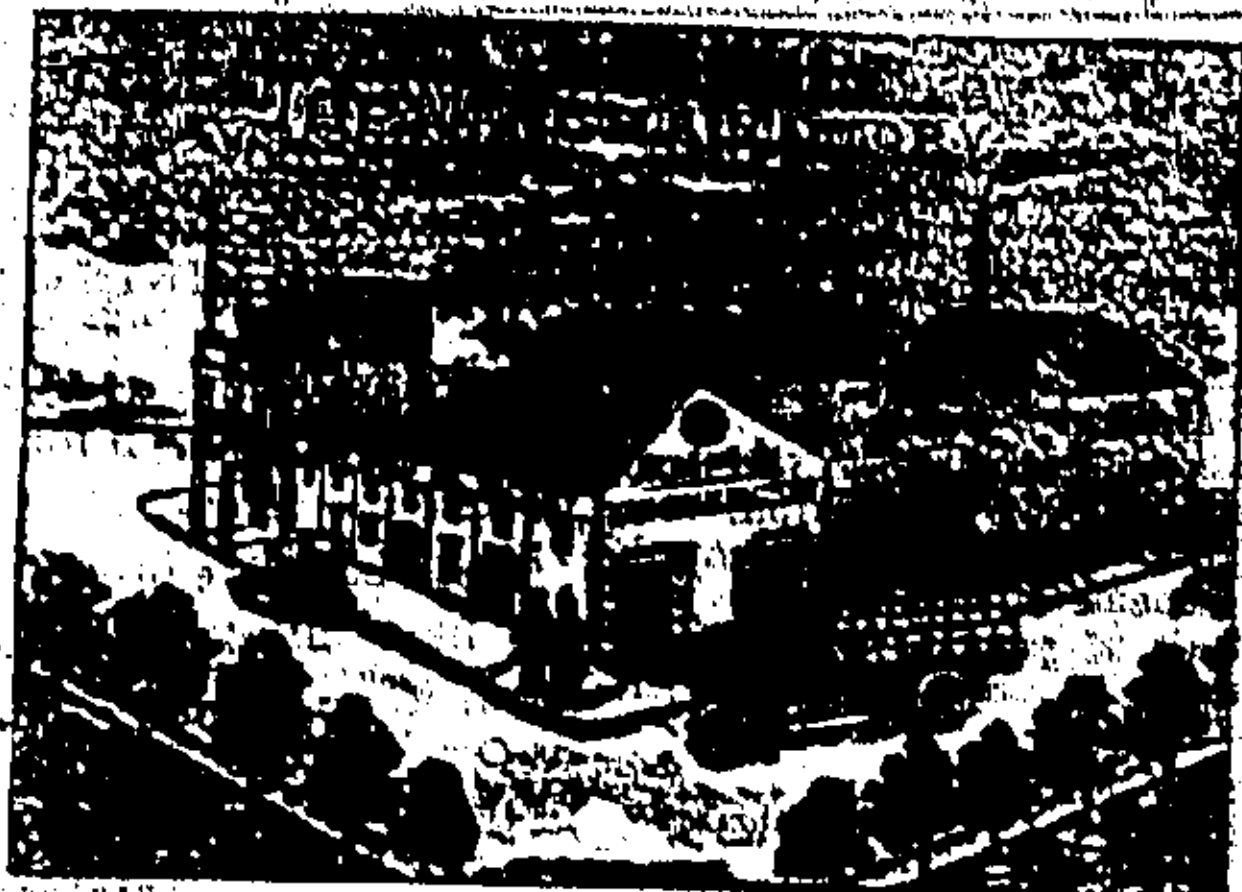
Candidates are therefore expected to devote a portion of their leisure to working for it.

(2.) In the case of enlisted boys education to this standard is part of their training. Until they reach it they are required to make four attendances a week of 11 hours. At least 2 of these attendances will be before 11 a.m. in Summer and before 1 p.m. in Winter as far as school facilities permit.

Addendum 1.

Under Appendix No. 4, paragraph 4 add:—

(ii.) General Educational Training is not to be relegated wholly to the afternoon or hot part of the day. At least one-third to one-half the hour devoted thereto must be before 11 a.m. in Summer and 1 p.m. in Winter provided that school facilities so permit.



IMPORTANT NOTICE.

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Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhua capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, for patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
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USE IT AND PROVE ITS WORTH.



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OF Bugs, Fleas, Flies, Beetles, Mosquitoes, etc.,
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THE OLD SPIRIT IN GERMANY JUNKERS' MOVE

Writing on February 10th, the Berlin correspondent of the *Morning Post* says: "The Junkers are adopting quite a different attitude and tone on the extradition question now that they have convinced themselves that they have the moral support of the world outside England and France, and of a considerable section of public opinion in England. According to the *Leibniz* paper, Herr Muller, the Foreign Affairs Committee not only that extradition must be refused, but that the Government had decided to compile a list of Allied subjects accused of war crimes 'in order to hit back at the Entente with its own weapon.'"

For several days the pan-German and Monarchist papers have been publishing fantastic stories of alleged atrocities committed by members of the British Navy. They promise to continue the process, and with the famous list which they are forcing the Government to draw up they hope to persuade the world that England and France conducted the war exactly as Germany did. The German newspapers are trying furthermore to make the public believe by means of constant repetition that both England and France are actuated by unworthy motives in demanding the extradition of German war criminals.

PRINCE FOR LERNER.
The Nationalist *Tagliche Rundschau* considers that the time has now come when it can openly approve the action of Baron von Lerner in Paris. It declares proudly that the resistance offered by Germany to the Entente demand is, according to news received from the outside world, already bearing fruit, and it believes that von Lerner's refusal to transmit the Note and list has made a great impression abroad. The Nationalist newspaper doubts if it were necessary for the German Minister of Foreign Affairs to express officially to the two enemy Charges d'affaires the German Government's disapproval of von Lerner's action. By his attitude in Paris, it holds, von Lerner has rendered an extraordinary service to the German prestige.

The Independent Socialists again declare in *Die Freiheit* that it is Germany's business to show that she has no intention of protecting criminals and leaving their crimes unpunished, and that opposition is offered to the Entente demand solely because a guarantee is given that the Germans extradited will be tried before an impartial court. The paper points out that the German Government signed the Treaty which gives the Entente the formal right to make this demand, however unjust it may be in itself, and it argues that if the Government desires an alteration of the Treaty, the only reasonable way is by negotiations.

INDEPENDENTS' DEMAND.
It asserts that the campaign of indignation now being conducted in Germany is worked up by the Nationalists, is practically dictating the attitude of the German Government, and it urges the people to prevent the Nationalists from influencing the Government to such an extent that the criminals evade punishment. It demands that the accused men, however high their military rank may have been, shall be brought for trial before the Supreme Court of the Empire at Leipzig, which, it will be remembered, is also demanded by the Conservative journal *Arbeiter Zeitung*.

SPARTACISTS' GLAD.
The *Rote Fahne*, the organ of the Berlin Spartacists, demands that Imperialists on both sides who are responsible for the war shall be punished. It asserts that the present Government is not only incapable of dealing with the situation, but has confessed in its Note of January 24th that it is merely the creature of the Ludendorffs. The Ludendorffs, the journal says, have proclaimed their intention of offering passive resistance, and the Government has sanctioned this solution. The "Red Flag" wishes, in the interests of the revolutionary proletariat, that the current will continue.

COLD FACTS ABOUT U.S. TRADE.

Costs of Operating American Vessels.
We have been letting the eagle scream rather loudly regarding our wonderful merchant marine, which is to "knock Britain, Japan, Germany, and every other competitor out of a cooked hat," says *Farber's Magazine*, of Wall Street, New York.

"The newspapers daily proclaim the miracles wrought by our shipyards. New vessels are taking the water almost as fast as a sausage machine grinds out sausages. And we are constantly told, too, of the glorious profits that are being made and will be made from our colossal merchant fleet. The American eagle, we are assured, is soon to rule the waves."

Here are some figures, based on the cold truth, which throw a damper on such ecstatic expectations. A well-known shipowner has compiled a detailed record of the cost of the wages and the boarding of the crew of four vessels chartered by him, and look at the results:—

"On a Canadian ship, \$400; on a British ship, \$729; on an American ship, \$1,342. The figures can be accepted as strictly accurate."

If it continues to cost almost twice as much to run an American ship as it costs to run a British ship, and six times as much as it costs to run a Japanese ship, where, to use colloquial language, is "America going to get off?"

The fact is that the American public have been fed on an endless diet of flattery concerning American ships and shipbuilding. Unless conditions can be so readjusted as to wipe out a large part of the difference in the cost of running American ships as compared with those of other nationalities, our shipowners will be liable to a standstill.

It is all very well from Labour's shiprighting standpoint to secure the passage of legislation inordinately favourable and generous to seamen, but if ships carrying the American flag cannot compete with those of other nations, then there will not be much of a demand for the services of American seamen.

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EXCELLENT HOUSEHOLD FURNITURE
Comprising:
Blackwood Furniture, Brass and Iron Bedsteads, Tables, Carpets and Rugs, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofa, Easy Chair, Occasional Tables, Extension Dining Table, Bevelled Mirror, Wardrobes, Pictures, Curtains, Bed Sheets, Crochery, Glassware, Wagonettes, Cabinet, Oak Bookcase, Dinner Clock, Marble-top Washstand, Cooking Stoves, Cutlery, Toilet Set, Electric goods and a long line of Sundries.
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A QUANTITY OF MISCELLANEOUS GOODS & EFFECTS
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50 cases Laundry Bar Soap.
300 tins Australian Cream Butter.
50 pieces Light Black Leather.
40 cases Thomas Hardy Vermouth.
17 " Legrande Vermouth.
18 " Best Black Coffee.
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It is made by the manufacturers of "Viyella," and the genuine has the name on the selvedge labels.

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Newgate Street, London, E.C. 4, England.



Chydella Flannel

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HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, April 24th.

	Previous Day	At 3 p.m.	On Date	On Date
Barometer	29.98	29.97	29.98	
Thermometer	61	63	69	
Humidity	83	82	80	
Wind Direction	East	East	North	
" Force	4	3	3	
" Velocity	od	od	o	
Rain	0.66	—	0.80	

Highest observed Temperature 74° at 4 p.m.
Lowest observed Temperature 58° at 5 a.m.

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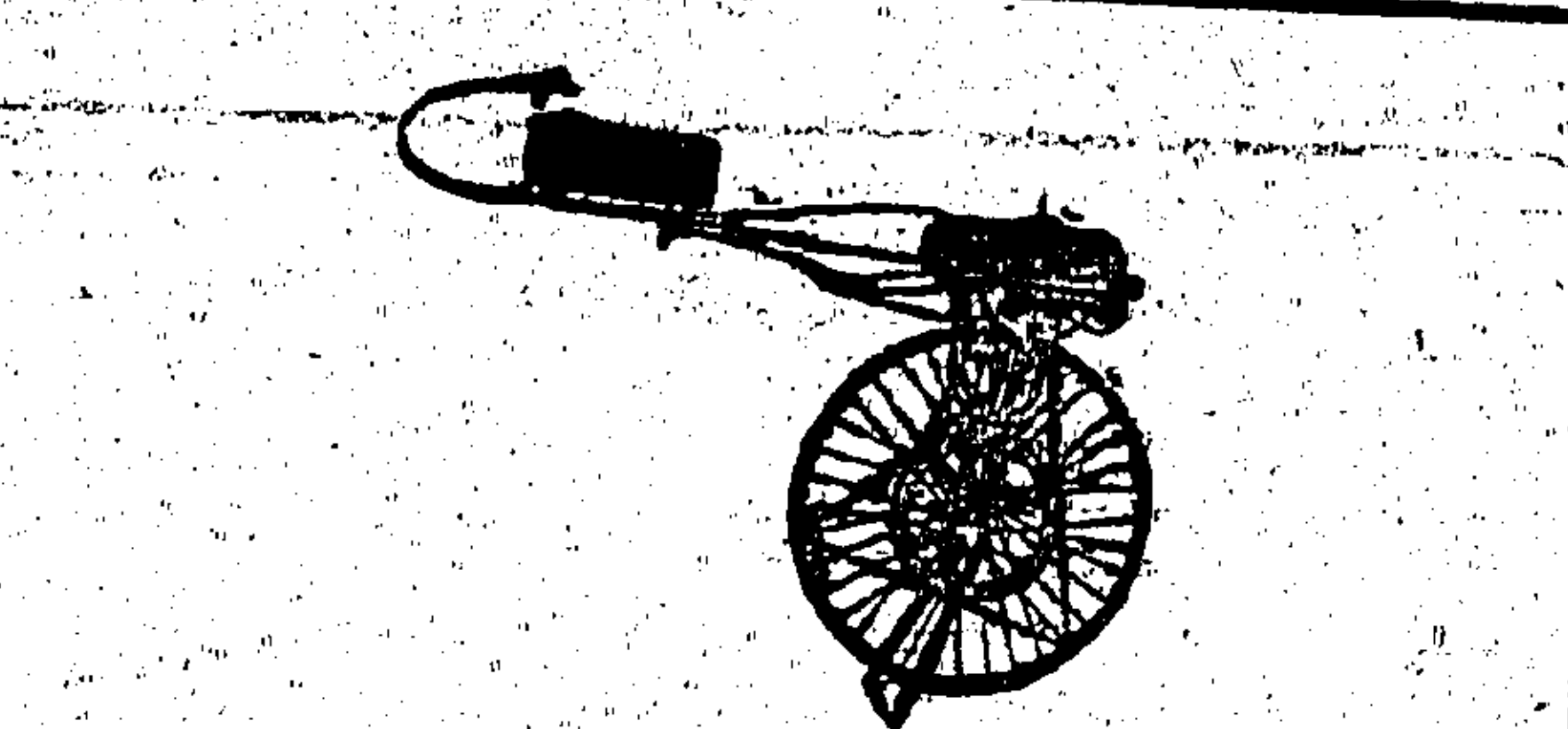
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Prepared only by THOMAS BEECHAM, St. Albans, England.
Sold everywhere in boxes, price 9/6 (36 pills), 4/6 (24 pills) & 2/6 (12 pills).

SHIPPING NEWS

ARRIVALS.

April 7th.
Ningchow, Chinese str., 315 tons, Captain Kwok, from Haiphong and Hoibow, with a general cargo.—Easter N. & Co.
Tacoma Maru, Japanese str., 3,357 tons, Capt. Narita, from Nagasaki, with a general cargo.—O.S.K.
 April 8th.
Charlton Hall, British str., 2,990 tons, Capt. Evans, from Moji, with a general cargo.—Bunk Line.
Chung Hing, Chinese str., 249 tons, Capt. Nicolai, from Haiphong, with a general cargo.—Chinese.
Haiyang, British str., 1,257 tons, Capt. Stewart, from Swatow, with a general cargo.—D. L. & Co.
Hancho, British str., 990 tons, Capt. McCracken, from Dairen, with a general cargo.—B. & S.
Sanki Maru, Japanese str., 1,513 tons, Capt. Nakai, from Muku, with a general cargo.—M.B.K.
Sosha Maru, Japanese str., 1,008 tons, Capt. T. Harada, from Canton, with a general cargo.—O.S.K.

CLEARANCES.

April 8th.
Amherst, for Fremantle.
Arabia Maru, for Hamburg.
Archie Maru, for Tacoma.
Chidori, for Bangkok.
Hong Kong, for Canton.
Kaiping, for Kwong Chow Wan.
Kaiping, for Haiphong.
Kanji Maru, for Keelung.
Kanji Maru, for Yokohama.
Kung Hing, for Shanghai.
Nam Wan, for Macao.
Prosper, for Saigon.
Shiven Maru, for Takao.
Sosha Maru, for Takao.
Sunning, for Shanghai.
Tung Shing, for Saigon.

PASSENGERS.

DEPARTURES.

Per s.s. *Empress of Asia*, on April 8th.
 Mr. G. E. Anderson, Mr. J. T. Asquith, Miss Marie Abadie, Mr. S. O. Averell, Mr. D. Abraham, Mr. and Mrs. Wm. Alloway, Mrs. I. Alves, Mr. and Mrs. Abdulqum Abdulhasan, Mr. J. M. Ameyaga, Capt. H. L. Burley, Mr. C. H. Balfour, Mr. and Mrs. A. H. Barron, Mr. J. H. Brister, Mr. and Mrs. G. E. Brewster, Mr. S. H. Burgess, Mr. H. S. Bennett, Mrs. Borthwick, Mr. and Mrs. G. Bensley, Mr. and Mrs. J. W. C. Bonnar, Mrs. Bennett, Mr. Ellis, Mr. S. B. Conception, Mr. R. C. Comrie, Mr. B. A. Cable, Mr. Cox, Miss Chisholm, Mr. Compton, Miss C. E. Clarke, Mr. and Mrs. A. E. Crapnell, Mr. and Mrs. A. L. Davidson, Mr. W. K. Dreht, Capt. E. J. Dawley, Lieut. C. E. Dickenson, Mr. and Mrs. R. M. Dyer, Mr. Peter J. Duffey, Mr. and Mrs. E. C. Dyason, Mrs. Jas. F. Dempsey, Mrs. Edith P. Edmund, Mr. J. W. Evans, Mr. and Mrs. B. Falsulibbey, Capt. J. M. Grant, Mr. A. T. Gillespie, Mr. C. S. Gubbay, Mr. J. M. Gordon, Mr. E. F. Canahl, Mr. V. S. Giles, Mr. Samuel Gaches, Miss Coforth, Mr. A. J. Hill, Mr. Geo. Hoag, Mrs. L. M. Hussey, Major D. L. Harding, Mrs. D. A. Hartford, Mr. and Mrs. J. R. Hall, Mr. A. J. Hadley, Mr. G. E. Heath, Mrs. L. Harvey, Miss M. Harvey, Mr. and Mrs. J. T. Hodge, Col. Holt, Mrs. E. G. Heffman, Mr. and Mrs. J. E. Hie, Mr. R. Henderson, Mrs. W. W. Harris, Mr. R. A. Irwin, Mr. Jas. D. Jerome, Mr. and Mrs. John Jay, Mr. and Mrs. G. M. Jameson, Mr. B. Johnson, Mr. and Mrs. F. Joseph, Mr. and Mrs. I. T. Kahn, Miss Riesner Kelly, Mrs. G. Kilboly, Capt. D. Lasson, Mr. and Mrs. J. F. Leader, Capt. E. M. Little, Mr. and Mrs. Geo. P. Lammert, Miss H. A. Lawrence, Mr. K. de G. Longmire, Mr. B. S. Livingstone, Madame G. Loup, Mr. and Mrs. W. W. Livingstone, Mr. C. F. Maltby, Rev. Copley Moyle, Miss H. McCloskie, Mr. and Mrs. J. Edgar Morris, Mr. C. G. Mackie, Mr. P. Marks, Mr. R. McGregor, Miss K. T. Meagher, Mr. G. H. May, Mr. and Mrs. B. C. M. Mantz, Mr. J. J. Mantz, Mrs. M. S. Myers, Mr. F. M. Mohler, Mrs. G. H. Pennyfather, Mrs.

Eldon Potter, Miss Bertha M. Pereira, Mr. A. Quinson, Mrs. B. Rowe, Mr. H. G. Reed, Mr. P. E. Roseman, Mr. G. Ricou, Mr. and Mrs. A. Ritchie, Mr. and Mrs. G. H. Russell, Mrs. J. J. Robson, Mr. Geo. A. Reid, Mr. Parker Rees, Mr. Angus Suintay, Mr. Jose B. Suintay, Mr. J. W. Stackhouse, Miss Agnes Stevens, Mr. Jas. G. Shuler, Mr. I. Sternfeld, Mr. Frank Selby, Mr. P. Sutton, Mrs. J. Stackhouse, Mr. and Mrs. Ross Thomson, Dr. and Mrs. A. L. Shelton, Miss J. Silva, Mr. H. Smyth, Miss E. T. C. Stark, Mr. Jas. M. Van Stenbergen, Mr. F. Tanchance, Mr. and Mrs. T. A. Tansill, Mrs. E. H. Tyson, Mrs. L. A. Weiler, Miss A. Wilkins, Miss M. E. Woodcock, Mr. G. A. Woodcock, Mrs. J. Washburn, Mr. and Mrs. C. O. Witsan, Mr. B. M. Webber, Mr. Geo. A. Walker, Mr. J. Wada, Mr. and Mrs. F. V. Yamael.

SHIPPING MOVEMENTS.

The B.M.S. s.s. *Empress of Russia*, from Hongkong on March 11th, arrived at Vancouver on March 29th.
 The N.Y.K. s.s. *Toyo Maru* (Liverpool line) left Moji, for this port on April 7th, and is expected here on April 10th.
 The N.Y.K. s.s. *Toyo Maru* (Liverpool line) left Singapore, for this port on April 7th, and is expected here on April 10th.

CHINA COAST METEOROLOGICAL REGISTER.

APRIL 8th, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
Vladivostok	5 a.	—	—	—	—	—	—
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Kochi	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishigakijima	—	—	—	—	—	—	—
Bonin Island	—	—	—	—	—	—	—
Weihaiwei	6 a.	30.52	48	53	—	4	b
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	30.25	46	94	NW	1	0
Canton	—	30.15	48	87	NW	1	0
Swatow	7 a.	30.01	56	69	N	4	0
Amoy	6 a.	—	—	—	—	—	—
Swatow	—	29.98	58	88	NW	1	0
Taichow	—	29.93	59	88	N	2	0
Taichow	—	29.91	61	—	N	2	0
Tainan	—	29.89	61	—	NW	4	0
Koshun	—	29.87	70	—	NW	2	0
Pescadore	—	29.83	84	—	NW	6	0
Canton	—	30.01	58	88	N	2	0
Hongkong	—	29.97	62	99	E	2	0
Cap Rock	—	29.96	—	—	—	—	0
Macao	—	29.93	61	98	NW	2	0
Wuchow	—	—	—	—	—	—	—
Hohow	—	—	—	—	—	—	—
Fakhoi	7 a.	29.99	43	66	NW	2	0
Phulien	—	29.86	79	—	N	4	0
Tourane	—	29.85	77	—	N	3	0
Cape S. James	6 a.	29.80	73	98	S	2	0
Aparr	—	—	—	—	—	—	—
Dagupan	—	29.78	73	92	S	1	5
Manila	—	29.78	73	94	N	1	5
Legaspi	—	29.78	73	94	N	1	5
Tacolcan	—	29.75	73	91	—	—	—
Hilo	—	29.75	73	91	—	—	—
Sorogao	—	29.75	73	91	—	—	—
Guam	430	29.75	—	—	—	—	—
Labuan	6 a.	—	—	—	—	—	—

T. E. CLAXTON, Director.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
 2. TEMPERATURE, in the shade, in degrees Fahrenheit.
 3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
 4. DIRECTION OF WIND, to two points.
 5. FORCE OF WIND, according to Beaufort Scale.
 6. STATE OF WEATHER, in blue sky, a detached cloud, a drizzling rain, fog, a gloomy, a hail, lightning, a overcast, a passing showers, a equal rain, a snow, a thunder, a visibility, a dew wet.
 7. RAIN, in inches, tenths and hundredths.

CP OS

HONGKONG TO VANCOUVER
 (via Shanghai, Nagasaki, (Moji) Kobe & Yokohama)
 STRAIGHT HONGKONG VANCOUVER
 Empress of Russia May 6 May 24
 Empress of Japan May 26 June 16
 Empress of Asia June 8 June 21
 Montecarlo June 10 July 2
 Empress of Russia July 1 July 19
 Empress of Japan July 20 Aug. 10
 Empress of Asia July 29 Aug. 16
 Montecarlo Aug. 19 Sept. 5
 Empress of Russia Aug. 26 Sept. 13
 Empress of Japan Sept. 14 Oct. 5
 Empress of Asia Sept. 23 Oct. 11
 Montecarlo Oct. 21 Nov. 8
 Empress of Russia Oct. 26 Nov. 19
 Empress of Japan Nov. 9 Nov. 30

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 VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
THE SUNSHINE BELT.
 The most comfortable route to America and Europe.
 SAILINGS FROM HONGKONG AT NOON.
 S.S. "COLOMBIA" ———— Wednesday, Apr. 21st.
 S.S. "VENEZUELA" ———— Wednesday, May 19th.
 S.S. "WEST NERIS" ———— Wednesday, April 7th, for San Francisco via Manila and Honolulu.
 S.S. "WEST NIGER" ———— April 15th, for San Francisco via usual ports of call.
 S.S. "WEST INSKIP" ———— End of April for San Francisco via usual ports of call.
 S.S. "WEST KASSON" ———— Late April, for Baltimore, via Suez and Canal Ports of call.
HONGKONG-CALCUTTA SERVICE.
 Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.
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STEAMSHIP SERVICES
 Regular Sailing
NEW YORK
 via Panama Canal.
 S.S. "BOLTON CASTLE" Sailing Beginning of May.
LLOYD TRIESTINO
 For SHANGHAI & JAPAN
 BRINDISI VENICE & TRIESTE
 via SINGAPORE, PENANG & COLOMBO
 S.S. "INNSBRUCK"
 Sailing on or about April 29th.
NANYO YUSEN KAISHA, Ltd.
 (SOUTH SEA MAIL S.S. CO.)
 Regular Services between
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 For JAPAN
 S.S. "SAMARANG MARU" Sailing on or about 20th April.
 For JAPAN

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 Steamship Service Trans-Pacific.
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 Taking Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
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 Agents.
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N. Y. K.

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SEATTLE & VICTORIA via Shanghai & Japan ports
 Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.
 KATORI MARU ———— Tuesday, 13th April, at 11 a.m.
 SUWA MARU ———— Sunday, 1st May, at 11 a.m.
 TOYOHASHI MARU (calling Manila) ———— Wednesday, 5th May, at 11 a.m.
 KASHIMA MARU (calling Manila) ———— Saturday, 27th May, at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.
 YOKOHAMA MARU ———— Friday, 16th April, at Noon.
 TAMBA MARU ———— Friday, 30th April, at Noon.
HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.
 TOYOOKA MARU ———— Middle of May.
 TSUSHIMA MARU ———— Middle of June.
LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.
 TOBA MARU ———— Tuesday, 13th April.
 WAKASA MARU (calling Genoa) ———— Beginning of May.
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
 NIKKO MARU ———— Wednesday, 21st April, at 11 a.m.
 ARI MARU ———— Wednesday, 19th May, at 11 a.m.
NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.
 GENOA MARU ———— Monday, 12th April.
 TSUYAMA MARU ———— Middle of April.
SOUTH AMERICAN PORTS via Cape.
 SANUKI MARU ———— Middle of May.
BOMBAY & COLOMBO via Singapore.
 MEICHI MARU ———— Monday, 12th April.
 KIMI MARU ———— Thursday, 22nd April.
CALCUTTA & RANGOON via Singapore & Penang.
 RANGON MARU ———— Monday, 19th April.
 YAMAGATA MARU ———— Sunday, 2nd May.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
 AKI MARU ———— Saturday, 17th April, at 11 a.m.
 TANGO MARU ———— Saturday, 22nd May, at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
 MISHIMA MARU ———— Friday, 9th April, at 11 a.m.
 YEBOSHI MARU ———— Monday, 12th April.
 TOYOOKA MARU ———— Wednesday, 14th April.
 For further information apply to— **NIPPON YUSEN KAISHA.**
 Telephone Nos. 292 & 293 S. YASUDA, Manager.

For NEW YORK & BOSTON.

THE U.S. SHIPPING BOARD

S.S. "BENSALEM"

About April 10th.
Via PANAMA.

S.S. "WEST WIND"

About April 17th.
Via PANAMA.

S.S. "DRYDEN"

APRIL 20th.

S.S. "RADNOR"

MAY 15th.

S.S. "RADNOR"

MAY 15th.

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HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

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 S.S. WEST HIKI April 15th. S.S. WEST HIKI April 17th.
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 S.S. WEST MONTOP July 15th. S.S. WEST MONTOP July 17th.

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 AND BREMEN.
 Sailings subject to alterations

For
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 AMSTERDAM & HAMBURG... "BATJAN"... About end of June.
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JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIREMBANG	JAPAN	10th Apr.	10th Apr.	BATAVIA
TJITAROEM	AMOY	13th Apr.	13th Apr.	BATAVIA
TJIPANAS	JAVA	26th Apr.	26th Apr.	SAIGON
TJISALAK	JAVA	11th Apr.	16th Apr.	JAPAN
TJIBODAS	SHANGHAI	14th Apr.	18th Apr.	JAVA
TJILATJAP	JAVA	18th Apr.	22th Apr.	JAVA

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 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at intermediate ports to all ports in Netherlands India and Australia.

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AMERICAN & ORIENTAL LINE

For BOSTON & NEW YORK.
S.S. "LUCERIC" via Panama and Havana April 20th.

Subject to change without notice.

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INDIAN AFRICAN LINE**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

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(NEWCASTLE & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT

LONDON & ROTTERDAM... "KAZEMBE" ... 20th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LTD.
General Agents.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW and SINGAPORE	"KANCHOW"	On 9th April, 10 A.M.
CHEFOO & TIENTSIN	"KUEICHOW"	On 9th April, 3 P.M.
SHANGHAI & SINGAPORE	"YINCHOW"	On 10th April, 4 P.M.
SWATOW and BANGKOK	"CHENGTOU"	On 10th April, 10 A.M.
MANILA, CEBU & ILOILO	"TAMING"	On 12th April, 4 P.M.
AMOI, SHANGHAI & FUKOW	"ICHANG"	On 12th April, 4 P.M.
SHANGHAI	"SINKIANG"	On 16th April, Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on, through, Bills of Lading to Yangtze and Northern China Ports. Passengers are advised to Shanghai avoiding the inconvenience of transshipment at Woosung.

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For Freight or Passage apply to—
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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAICHING" ... Capt. A. H. Stewart ... FRIDAY, 8th Apr. at 1 P.M.
"MORIALTA" (Hailong) ... Capt. Ed. Walker ... TUESDAY, 13th Apr. at 1 P.M.
"HAIHONG" ... Capt. W. C. Passmore ... SUNDAY, 18th Apr. at 11 A.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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NEW YORK DIRECT.

Joint Service of the

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CHARLTON HALL"	via Panama & Havana	10th April.
"JASON"	via Suez	10th April.
"CITY OF COLOMBO"	via Suez	15th May.
"BURYMACHUS"	via Panama	15th May.

* calling at Boston

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

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AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"KHIVA"	9,000	17th Apr.	Marseilles, London & Antwerp.
"DILWARA"	5,400	18th Apr.	Spain, Colombo, Bombay.
"NORE"	6,700	30th Apr.	Marseilles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

"MADRAS"	7,000	16th Apr.	Straits, Rangoon & Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	30th April.	Sandakan, Thursday Island and Queensland Ports and
"EASTERN"	4,000	16th May.	Sydney, Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"MUTTRA"	4,700	31st April.	Shanghai & Kobe.
"ST. ALBANS"	4,500	15th April.	Kobe.

* CALLS AT ANTWERP * CALLS MANILA.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Passes Measuring not more than 25ft. x 2ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. Gopalan & Dorais, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

**TRANS-PACIFIC FREIGHT SERVICE**

Operating the following U.S. Shipping Board Steamers.

FOR SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)	About April	14th
"ELDRIDGE"	About April	28th
"CITY OF SPOKANE"	About April	28th
"EDMORE"	About May	10th
"WEST HARTLAND"	About May	24th
"TUMMUM"	About June	2nd
"CROSSKEYS"	About June	2nd

FOR PORTLAND direct.

(Calling at Shanghai and Kobe)	About April	28th
"COAXET"	About May	16th
"WABAN"	About May	16th
"MONTAGUE"	About June	10th
"ABERCOS"	About June	30th

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons, 10,300 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING"	"CHINA"	"NILE"
June 2nd.	May 8th.	May 15th.

[An unsurpassed high-class passenger service.]

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SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
"PARIA MARU"	8,000	April 19th.
"KOREA MARU"	20,000	May 3rd.
"TENYO MARU"	24,000	May 27th.
"SIBERIA MARU"	20,000	June 11th. (from Yokohama)
"SHINYO MARU"	20,000	June

* Omote Shanghai

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, ALLAO, ARICA

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
"SEIYO MARU"	14,000	May 11th.
"KIYO MARU"	17,200	July 15th.
"ANYO MARU"	18,500	Sept. 8th.

Tickets are interchangeable with the Canadian Pacific Ocean Services Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and The Panama Canal.

Steamer Leaves Hongkong.

CHOYO MARU ... APRIL or MAY.

For all information as to rates, freight space, sailings, etc., apply to—
Y. TSUTSUMI, Manager, King's Building.
Telephone 2374 and 2375.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
DESTINATION STEAMER & DEPARTURE SAILING DATE.

SHANGHAI, KOBE & YOKOHAMA	"ABRARD REHIO"	10,000	On or about 11th April.
	"CORDILLERE"	10,000	On or about 25th April.

SHANGHAI (Only)	"ANDRE LEBON"	20,000	On or about 28th April.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUTCH, SUEZ, PORT SAID			* calling at Haiphong.

Cargo boat for EUROPE to call at MARSEILLES, and if sufficient inducement offers, GENOA, HAVRE, DUNKERQUE, ANTWERP, ROTTERDAM.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.**OSAKA SHOSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"HAVANA MARU"	Tuesday, 4th May.
"HAYRE MARU"	Tuesday, 8th June.

* Call Marseilles.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"PANAMA MARU" ... Tuesday, 15th June.

"TACOMA MARU" ... Middle of July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" ... Wednesday, 16th April.

"SIAM MARU" ... End of April.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

UNNAN MARU ... Thursday, 8th April.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KOSOKU MARU" ... Wednesday, 7th April.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Thursday, 8th April.

"AFRICA MARU" ... Saturday, 22nd May.

JAPAN PORTS—Moj, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"AMAKURA MARU" ... Sunday, 11th April.

For TAKAO via SWATOW and AMOY.

"BORBU MARU" ... Friday, 9th April.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	18th May	24th May

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

